



# City of Seattle

Mike McGinn, Mayor

## *Seattle Freight Advisory Board*

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The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution  
31243

## **Seattle Freight Advisory Board Meeting Minutes**

**Date/Time:** June 21, 2011 / 9:30 a.m. – 11:30 a.m.

**Location:** Seattle City Hall, L280

**Members Present:** Warren Aakervik, Alon Bassok, Cliff Bates, Cameron Williams, Bari Bookout, Terry Finn

**Guests Present:** Neal Komedal (Seattle Bicycle Advisory Board), Christine Wolf (Port of Seattle), Joseph Gellings (Port of Seattle), Dale Tabat (WSDOT), Thomas Noyes (WSDOT)

**City Staff Present:** Peter Hahn, Charles Bookman, Tracy Krawczyk, Cristina VanValkenburgh, Jon Layzer, Kristen Simpson, Ruth Harper, Tony Mazzella, Jennifer Wieland, Jessica Murphy, Steve Pratt, Ben Hansen (all SDOT), Kristian Kofoed (Department of Planning and Development), Kris Effertz (Office of Economic Development)

### **1. Welcome and Introductions**

Board members, city staff, and other attendees introduced themselves.

### **2. Public Comment**

There were no public comments.

### **3. Approval of Minutes**

Approval of the May minutes was postponed until the July meeting due to light attendance.

### **4. Chair's Report and Announcements**

Alon Bassok chaired the meeting and reported that two of the agenda items for today's meeting are topics on which the board may wish to write letters: the board may wish to write a letter to the City Council in support of the Comprehensive Plan Marine Cargo Terminal Element, and they may wish to send letters to the mayor and Council identifying their priorities for the 2012 budget. One of those budget priorities might be funding for a freight master plan, and Alon noted that the July meeting will include several topics related to freight planning.

### **5. Transit Master Plan**

Tony Mazzella and Jennifer Wieland from SDOT's Policy and Planning division presented a briefing on the Transit Master Plan (TMP). The TMP will be a comprehensive 20-year look ahead to the type of transit system that will be required to meet Seattle's transit needs through 2030. The Transit Master Plan will be an extensive update to the 2005

Seattle Transit Plan, which identified key corridors linking urban villages and established performance standards for transit service. The TMP will expand on that work and include evaluation of rail modes, rapid bus services, station design, and capital infrastructure.

The TMP's goals are to:

- Make it easier and more desirable for people to take transit
- Respond to the needs of vulnerable populations
- Meet sustainability, growth management and economic goals
- Create great places where modes connect
- Advance implementation within constraints.

The planning process will identify the 15 highest priority transit corridors and evaluate them based on criteria including community, economy, equity, efficiency, and environment and health. Where the priority transit corridors are also major truck streets, consideration will be given to how the modes interact.

The planning process includes looking at peer cities such as San Francisco, Pittsburgh, Cleveland and Ottawa.

Comments from the board:

- None of the peer cities has a major port within their city limits.
- Seattle has topographic constraints and transit, freight and other modes all want to be on the flat routes. Within those flat routes, defining priorities is important due to limited space.
- A request to return in the fall with a progress report on the planning process.

A copy of the presentation is available here:

<http://www.seattle.gov/sfab/documents.htm>

More information about the plan is available here:

<http://www.seattle.gov/transportation/transitmasterplan.htm>

## **6. Comprehensive Plan Policies: Container Port Element**

Kristian Kofoed from Seattle's Department of Planning and Development and Joseph Gellings from the Port of Seattle described a proposed new Comprehensive Plan element addressing marine cargo terminals.

In 2009, the Washington State Legislature amended the Growth Management Act to require cities with marine container ports of over a certain revenue threshold to adopt a Container Marine Terminal Element in their Comprehensive Plans.

The intent of the Container Port Element is to:

- Establish policies and programs to define and protect core areas for Port uses
- Provide efficient access to core areas through freight corridors

- Resolve key land use conflicts and mitigate incompatible uses
- Be consistent with Comp Plan (economic, land use, transportation elements)
- Be consistent with Port Comprehensive Scheme.

Land use policies in the proposed element include:

- Reinforcing the policy supporting industrial zoning at port terminals and associated railheads (MCT-LU1)
- Protect the supply of industrial land near Port terminals (MCT-LU2)
- Identify and address land uses incompatible with port terminals and support facilities (MCT-LU3).

Transportation policies in the proposed element include:

- Continue to identify and address obstacles to trucks accessing port terminals (MCT-T1)
- Reinforcing that trucks are the major priority mode on designated “Major Truck Streets” (MCT-T4)
- Underscoring the importance of the funding system for freight network enhancements (MCT-T7).

Kristian asked the board to consider writing a letter to the City Council in support of the proposed Comprehensive Plan element.

Comments from the board:

- Increasing housing density around ports makes it harder for freight.
- Consider allowing freight to use bus-only lanes or having dedicated freight corridors.
- Navigating through the city is a challenge.
- Closures (e.g. of SR 99) for special events affect freight.
- Once industrial land is converted to other uses, it is gone from the supply of industrial land and not available to meet future needs.
- Land use priorities change as political administrations change.
- Commercial and retail uses on industrial lands do not generate as much economic benefit as industrial uses – lower wages, etc.
- The separation between land uses is becoming blurred.
- Port activities affect the state’s economy, not just the city’s economy. City policies need to recognize this and protect port functions.
- Cargo can go to other ports, which will affect employment. The port of Vancouver B.C. runs advertisements about traffic congestion in Seattle.
- Getting people out of cars can help freight by easing congestion.
- The Transit Master Plan and this proposal appear to be at cross purposes – giving priority to transit doesn’t help freight move on the container through routes.
- Need to identify tools to improve freight speed and reliability and make movements easier on major truck streets; major truck streets must be protected.

A copy of the presentation is available here:  
<http://www.seattle.gov/sfab/documents.htm>

### **7. Project Briefing: N/NW 85<sup>th</sup> Street Paving**

Jessica Murphy of SDOT's Capital Projects and Roadway Structures division described the North and Northwest 85<sup>th</sup> Street paving project, which will begin in October 2011 and end in September 2012. In order to accommodate the work, eastbound traffic will be detoured starting in January 2012, and there will be partial and possibly some full intersection closures on nights and weekends, including a two to three week closure of the I-5 ramps in August 2012. Detour routes are in the process of being finalized.

Board comments:

- Detours need to accommodate freight movements – trucks are not as nimble as cars. Suggest consulting with the truck drivers who will be bringing in equipment for the project.

A copy of the presentation is available here:  
<http://www.seattle.gov/sfab/documents.htm>

An updated website with more information can be found at:  
[http://www.seattle.gov/transportation/pave\\_85th.htm](http://www.seattle.gov/transportation/pave_85th.htm).

### **8. The “Last Mile” – Unpaved Streets in Seattle**

Steve Pratt and Ben Hansen of SDOT's Street Maintenance division presented information about street surface conditions in Seattle, and about the city's pavement management and paving programs. Seattle has approximately 4,000 lane miles of pavement, approximately 39% of which are on arterials. Seattle has an active pavement management program that tracks the condition of arterial streets and is used to prioritize paving projects. Bridging the Gap increases the funding available for paving to approximately \$21 million per year, but Seattle has approximately \$575 million in identified arterial paving needs. Funding for non-arterial paving is very limited - enough to pave two to three blocks per year.

There are approximately eight lane miles of unpaved streets in Seattle. All are non-arterials and approximately half are in industrial areas. In order to pave these streets, drainage systems would need to be installed, which adds to the cost. SDOT can offer spot repairs, grading and dust palliative treatments, but does not have funding to pave these gravel streets.

Board comments:

- Buses (even when empty) are quite heavy and contribute to pavement wear.
- Pavement design is driven by transit use.

Charlie Bookman of SDOT reminded the board that CTAC III is an opportunity for them to highlight their interest in funds for a freight plan and for paving and other projects that support freight.

A copy of the presentation is available here:  
<http://www.seattle.gov/sfab/documents.htm>

#### **9. Adjournment**

The meeting adjourned at 11:30am. The next meeting is scheduled for July 19, 9:30am to 11:30am, Seattle City Hall Boards and Commissions Room L280.